

Shipping

VENTURA BRINGS GOLDEN SHOWER FOR U. S. TROOPS STATIONED HERE

In every sense of the word the Oceanic Steamship Company's liner Ventura was a treasure ship on the voyage from San Francisco to Honolulu.

A score or more heavy cases, each containing golden and silver mementos, these were valued at over three hundred thousand dollars, were unearthed from the specie tanks, upon arrival of the steamer at Oceanic wharf this morning.

Under a strong guard the coin was taken in charge by Federal authorities and sent to the depositary, there to await an early distribution among the thousands of employees of Uncle Sam now stationed throughout the Territory of Hawaii. There was a time not so many years ago when sufficient money could be carried in an ordinary suitcase to settle monthly pay rolls of the army in Hawaii. Now it is changed and it takes a heavy two horse truck laden with lumber to settle the bills, and face the paymaster's department.

Captain Cowell, Chief Officer Sawyer, Purser F. C. F. Baker, Dr. John Nelson, and Chief Steward Conquest were the motif for a series of pleasing entertainments given on board the popular liner during the time consumed on the 2100 mile voyage.

Dr. Nelson, high in the councils of sea-going medicine, and one of the old timers on the San Francisco-Honolulu run, fairly beamed upon his host of friends on arrival this morning. Dr. Nelson takes over the duties formerly performed by Dr. Galbraith.

"I am going to revisit Australia after an absence of fifteen years," admitted the genial medical officer this morning. The prediction was freely made on board the liner that a steady and decorous Sydney town band would relapse into this latest rollicking ragtime, on occasion of the return of "Doc" Nelson to the New South Wales metropolis.

The Ventura office is looked after by a new purser this trip in the pleasing personality of F. C. F. Baker, who formerly passed through Honolulu as freight clerk in the Toyo Kisen Kaisha liner Nippon Maru.

Baker is also a member of the Sydney Come Back Club, and hoped to renew acquaintances in the colonies formed during the days of his innocent childhood, some twelve years ago. Baker is an obliging officer and he was warmly welcomed and congratulated upon his promotion in the ranks. The Ventura is chock-a-block with freight for the colonies including several thousand tons of cargo, in which are shipments of a automobile, apples, onions, cement, building material, canned goods, electrical machinery, and sundries.

The vessel is sailing for the Antipodes at two o'clock after leaving 60 tons refrigerated cargo, besides a quantity of general cargo.

Sixty cabin and five steerage passengers left the vessel at this port. Proceeding through to Sydney are 19 cabin and 10 steerage passengers.

The officers as well as passengers haven't got over talking about the fancy dress ball, given on board the vessel on Saturday evening, when a picturesque array of novel costumes were introduced. It was a big event in Oceanic Steamship annals.

A number of passengers are to join the vessel at this port for Sydney and Pago Pago. The liner is to take on a mail for the Antipodes.

Among the through passengers are Elwood Mead, connected with irrigation projects in Victoria; J. Albert, theatrical man of Sydney; C. Duval, merchant of Sydney; and wife and Miss Violet Flower, who is going out to marry the man of her choice in the Antipodes.

The Ventura is carrying a heavy mail, including a special shipment from London, which is sent this way for the reason that is now the shortest route between London and Sydney. The Ventura will be in Sydney harbor in just 13 days, and the passengers will have had an opportunity to see Honolulu and American Samoa.

Change Lifeboat Rules For Coast.

WASHINGTON, Sept. 11.—The government regulations controlling life-saving apparatus on steamers, revised last April as a result of the Titanic disaster, will be modified by Secretary Nagel so as to lighten the requirements for vessels plying the bays, sounds and rivers of the Pacific coast, Gulf of Mexico and the Atlantic coast south of Charleston, S. C.

In the future steamers in the bays and sounds of these waters must carry enough lifeboats or rafts to accommodate only 20 per cent of the passengers and crew and steamers in the rivers 10 per cent, the year round, instead of summer only. Under the April rules, these vessels were required to have life equipment for all on board from September 15 to May 15. This action was the result of protests from shipping interests of the gulf, which maintained that the climate there did not necessitate lifeboat equipment for all on board during the winter. The modification coincides with one recommendation of the federal supervising steamboat inspectors

VESSELS TO AND FROM THE ISLANDS

(Special Cable to Merchants' Exchange.)

Monday, Sept. 30.

SAN FRANCISCO — Arrived, Sept. 29, 8 a. m. S. S. Korea, hence Sept. 24. ASTORIA — Sailed, Sept. 30, schr. Prosper, for Kahului. PORT SAN LUIS — Sailed, Sept. 29, S. S. Santa Maria, for Honolulu. SEATTLE — Arrived, Sept. 29, S. S. Hilonah, from San Francisco. HILO — Sailed, Sept. 26, S. S. Alaskan, for San Francisco.

Aerograms.

U. S. S. MARYLAND — Will arrive from Yokohama tomorrow.

WEATHER TODAY

Temperature.—6 a. m., 76. 8 a. m., 75. 10 a. m., 81. 12 noon, 81. Minimum 1st night, 72. Barometer at 8 a. m., 30.06. Relative humidity, 8 a. m., 65. Wind—6 a. m., 11 E. 8 a. m., 6 E. 10 a. m., 9 N. E. Movement, past 24 hours 235. Dew-point at 8 a. m., 66. Absolute humidity, 8 a. m., 6.891. Total rainfall during past 24 hours .01.

ONE THOUSAND ON BIG LINER

One thousand and three souls were found on board the Toyo Kisen Kaisha liner Shinyo Maru when Dr. Trotter, head of the Federal quarantine and marine hospital service, visited the vessel this morning following the arrival of the steamship from Hongkong and Japan ports.

One of the largest delegations of Asiatic steerage passengers to take passage to Hawaii from the Orient in a Japanese steamer in many months arrived in the Shinyo Maru. In addition to 13 cabin and 8 second-class passengers, the local medical officers connected with the Federal quarantine service had to pass upon 437 Asiatic steerage passengers. Of this number 115 were Filipinos, 6 Chinese and 316 Japanese. One hundred and forty-seven Japanese women were included in the list of arrivals for this port.

"Picture brides? Don't mention it," was the way one Federal officer sized up the situation today.

The greatest care is being exercised in the handling of this large number of Oriental immigrants. Following instructions from Washington, the Filipinos were obliged to remain on board the liner until such time as the Hawaiian Sugar Planters' Association could secure transportation for the lot to their specially-fitted station.

The Japanese and Chinese were sent to the immigrant station, where they must go through considerable formality before being permitted to wander at will about Honolulu and the Hawaiian Islands.

Strange to relate, not a death occurred on the voyage from Hongkong to Honolulu.

The through cabin passengers number 43, with 71 second class and 147 Asiatics en route to San Francisco.

The Shinyo entered the harbor shortly after 10 o'clock this morning and came alongside Alakea wharf, where 1000 tons of Oriental merchandise and provisions will be discharged before the vessel is dispatched for San Francisco at 9 o'clock tomorrow morning.

The vessel carries a large quantity of silk and tea. The Shinyo called at Keelung, Formosa, and omitted Shanghai, as cholera is said to rage there. The ever genial Frank Caviary, purser in the Shinyo Maru, was authorized for the statement that the weather was exceedingly kind to the Japanese vessel on her voyage across the Pacific. The Shinyo is reported to have escaped the ravages of a serious typhoon that prevailed off the Japanese coast and piled shipping in large numbers on the beach at Yokohama and Kobe. The liner steamed from Yokohama just the day before the wind and seas did much damage to vessels seeking shelter at the principal Japanese ports.

The Shinyo Maru arrived here with a new chief officer, A. Totaka, who is just promoted from the Tenyo Maru, if a transfer from the Tenyo to the Shinyo can be looked upon in the light of a marked advancement. Castle & Cooke, local representatives of the Shinyo Maru, will dispatch the vessel for the Coast at 9 o'clock tomorrow morning, according to present calculations.

Per str. Kinau, from Kaula ports, September 29.—Mrs. J. Hookah, Miss D. Hookah, Mrs. Kona, John Alameda, Ah Sen, Mrs. Ah Sen, M. Jacob, J. K. Victor, Mrs. J. K. Victor, K. Segama, Geo. Waterhouse, Mrs. Waterhouse, M. E. Silva, Ben Vicars, Mr. Gaynor, P. E. Richardson, F. Kam, Miss Alice Chong, L. Inonson, Mrs. Ah Ping and child, R. H. Baker, D. Leith, K. Kohayashi, Inamoto, A. McEryde, W. Pauoi, E. E. Harkins, K. Mitani, Miss K. Mitani, E. E. Paxton, C. B. Ripley, Mrs. C. L. Borden, and two maids, James Borden, Jack Borden, Lydia Borden, Victoria Borden, Master R. Spaulding and 65 deck.

Per str. Mikahala, from Maui and Molokai ports, Sept. 29.—Miss M. Awana, Mrs. Ujyama, Capt. Wm. Howe, Thos. J. Heeny, W. G. Scott, Sister Helen, Miss M. Iona, Mrs. Ph. Baakaula, K. Matsumoto, Rev. M. Sato, Mrs. A. Alina and two children, J. D. McVeigh, Wm. Knott, Mrs. Murakami, Mr. Murakami, Miss C. Unea, Master J. Harvest and 25 deck.

PFOTENHAUER IS BETTER.

"Condition slightly improved," is the bulletin relative to William Pfotenhauer received by H. Hackfeld & Co., Ltd., from Dresden, Germany, this morning.

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SCOUT OFFICERS IN SHERMAN

There is a large list of cabin passengers in the United States army transport Sherman that sailed from Manila, Philippine Islands, on September 16th for Honolulu and San Francisco by the way of Nagasaki, Japan. The Sherman is expected to arrive here on or about October 4th with many officers connected with the Philippine Scouts.

According to reports received here the Sherman was delayed in departing from Nagasaki, owing to taking on a quantity of coal. Advices received here indicate the following passengers on board enroute from the Philippines to the mainland: Lieutenant-Colonel William D. Beach, U. S. Cavalry; Major Hjalmer Ericsson, Philippine Scouts (Captain U. S. Infantry); Captain Milosh R. Hilgard, Fifteenth Infantry; Captain Robert G. Rutherford Jr., Twenty-fourth Infantry; Major James P. Harbeson, Philippine Scouts (Captain U. S. Infantry); Captain Robert L. Moseley, Philippine Scouts; Lieutenants Henry F. Schroeder, Philippine Scouts; Frank C. O'Laughlin, Philippine Scouts; Roy E. Glass, Philippine Scouts; Joseph E. Love, Medical Reserve Corps; Harry A. Seymour, Philippine Scouts; James R. N. Weaver, Eighth Infantry; Elliott M. Norton, Eighth Infantry; Charles O. Schmitt, Coast Artillery; Monte J. Hickey, Coast Artillery; Charles N. Cecil, Philippine Scouts; Torrey B. Maghee, Twenty-fourth Infantry; Isaac J. Nichol, Philippine Scouts; Max H. Carter, Philippine Scouts.

On board also are fourteen sick, twenty-seven general prisoners, eight casuals of the line, twenty-four of the staff corps and departments. For discharge, forty-five general infantry; four Twenty-fourth Infantry; eight cavalry; eighteen coast artillery; two field artillery, six engineer corps.

Captain Robert C. Williams, paymaster (U. S. Cavalry); Captain Charles L. Foster, medical corps, and Captain Easton R. Gibson, Thirtieth Infantry, stopped at Nagasaki.

POINTS OUT ADVANTAGES IN STATE-AID ROAD WORK

Engineer H. K. Bishop of the Hawaii Loan Fund commission pointed out the following advantages in the "state-aid" road system in his able address at the subject read at the Hilo conference last week, which was published in Saturday's Star-Bulletin.

First, the counties are enabled to construct a larger mileage of improved road and to eventually have a complete system covering the principal roads of the county.

Second, the counties are enabled to secure the benefit of the service of high class road engineers, chemists and other experts which if it depended upon the county alone, they never could afford.

Third, by systematizing and standardizing the work, much better work will be performed with the least trouble and expense and designs of the most economical construction adopted.

Fourth, through constant touch with the U. S. office of Good Roads, the Territorial Highway Department will be able to keep posted on all new systems of construction and maintenance and to profit by the latest ideas and practices in road work.

Fifth, by combining the work in the several counties under one department, a more economical distribution of the engineering services may be obtained.

Sixth, the counties are relieved of a considerable part of their mileage and are thus able to devote all their energies to the construction and maintenance of their district roads.

With such a system as outlined above, the counties and Territory of Hawaii will eventually obtain and maintain a system of good roads. Without such a system and especially without the Territorial aid, the counties will undoubtedly stand still and continue to have poor roads. The construction and maintenance of a system of roads is of altogether too great magnitude and financial burden for the counties to shoulder alone. Why not benefit by the experience of the older and richer States of the Union who can much better afford to throw away money on poor construction and experimental systems than the Territory of Hawaii, where every dollar counts and is needed for improvement of the great mileage of road in each county? The State Aid plan has come to stay. It has been tried and the present system is the result of experience. Hawaii has a chance to profit from this experience and save its taxpayers thousands of dollars. Will she do so? I am inclined to think she will. I have failed to note any lack of progressive spirit on the part of the people of Hawaii. They are all from Missouri and must be shown, but show them the way and they are quick to follow it. I hope I have shown you at least the entrance and that you will stop, look and listen, for I am convinced in my own mind that the system of State Aid and Territorial assistance is your only salvation.

MISREPRESENTATION IN JAPAN AND AMERICA

The fact that America is as much misrepresented in Japan as Japan is in America was brought out by K. S. Inui, the Japanese lecturer and peace advocate making a round-the-world tour, who spoke at the Central Union Church last night before a large audience on "The East versus the West."

The East and West are both misrepresented in England and Germany

and by one another according to the lecturer, and the yellow sheet is largely responsible for the war scare talk, which Mr. Inui declares is ridiculous.

He went on to say that in modern times no nation can do without the other, and with every nation having large financial interests so closely connected that all are essential to the mutual well-being, peace is an essential. There must be unity to have prosperity and this is realized in Japan as well as in America.

"In America," said Mr. Inui, "the talk is that Japan is preparing to invade America, she is getting a foothold on Hawaii and she will soon land an army on the shores of California. At the same time in Japan we could say: 'Look at America; first the people of the nation drive the Indians off the land. Then the rebels from the mother country form thirteen States and force Spain to sell Florida. Louisiana is next obtained from France and then Mexico is forced to cede Texas and a large piece of Territory. Then California falls into the hands of Americans and Oregon is claimed.'

"Then, in 1898, the talons of the eagle seize Hawaii and when the Philippines are obtained this Nation says 'We don't want them, but we are going to keep them.' Nearer and nearer America is approaching. She is going to invade Japan."

The mutual effect of the East upon the West was described by Mr. Inui, showing how each loaned something to the other, and in concluding commended both the Occident and the Orient to the care of the Creator.

COINAGE IS MAKING COIN FOR GOVERNMENT

How the Government makes money in the coinage of money is told in the latest circular of the National City Bank of New York City, called to the attention of the Star-Bulletin by President Cecil Brown of the First National. This circular says:

It is a fact, perhaps not generally known, that the seigniorage, or profit, which has accrued to the Government from the coinage of silver, nickel and bronze pieces during the last forty years has amounted to \$205,385,274. This is approximately four-fifths of the entire cost of the construction of the Panama Canal to date.

The profits can best be understood by the statement that the cost of copper from which cents are made is now about eighteen cents a pound, and each pound coins 146 cents. The cost of nickel from which five cent pieces are made is thirty-three and eighty-five hundredths cents per pound, each pound coining 90 nickels. That is to say, the Government realizes about \$4.50 on the expenditure of less than thirty-four cents. Fine silver is now quoted at from sixty to sixty-one cents an ounce, which yields \$138 in coin.

Of course the cost of the minting of the coins of the United States must be taken into consideration when calculating the net cost and profits of the Government, but as compared with the gross profits resulting from coinage, the cost of minting is inconsiderable.

The net profits on silver from 1878 to 1909 were \$157,467,155. The year following the profits were \$2,468,685 and in 1911 they were \$1,910,671, and for the year 1912, ended on July 1st of this year, the profits were \$4,567,823, making the net profits on the coinage of silver for the 34 years, \$166,414,336. The seigniorage on minor coins from 1873 to 1911 inclusive, was \$38,970,936.

Although the profits accruing to the Government on the coinage of silver, nickel and bronze pieces since 1872 have been in excess of \$205,000,000, the coinage of gold has entailed a small loss. The exact figures of cost incident to the coinage of the different metals are not available, but the proportionate cost of the coinage of gold, as compared with the expense of the entire mint services, up to March, 1911, probably had not exceeded \$250,000 a year.

In that year Congress authorized the Secretary of the Treasury to issue certificates against bullion and foreign coin, and since that time the expense has been reduced to a nominal sum. Because of the action of the Treasury officials in temporarily discontinuing the coinage of gold the expense on this account is now practically limited to the necessary assaying, weighing and stamping of gold bars as they are purchased.

Percent of Alloy. A gold dollar contains 25.8 grains of standard gold, of which 10 percent is copper alloy. To depositors of gold bullion the Government pays \$20.67 per ounce of fine gold, but makes a charge against the depositor of 2 cents per gold ounce for the cost of the alloy used.

The Treasury Department has now in its vaults gold coin and bullion to a greater value than ever before in its history, and nearly double that of any of the great foreign nations. The total gold in the Treasury on August 22 of this year was \$1,221,169,227, of which amount \$1,008,197,179 was in gold coin and nearly \$213,000,000 in bullion. \$150,000,000 of the total is held for the redemption of United States notes and Treasury notes of 1890 and \$1,047,568,269 is held for the redemption of gold certificates outstanding.

The Bureau of the Mint was established in Washington in 1873 and the record showing the amount of seigniorage on minor coinage is available only from that year. Prior to that time the records were kept exclusive-

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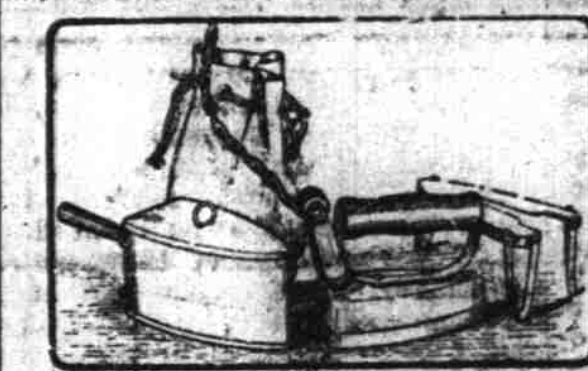
Changes in Coinage. There have been several changes in the denominations of coins minted by the United States since 1874. In that year the coinage of silver half dimes and silver three cent pieces was discontinued. In 1879 the coinage of twenty cent silver pieces was discontinued and five years later the coinage of trade dollars ceased. In 1893, by Act of Congress the coinage of three dollar and one dollar gold pieces was discontinued, and 1904 the coinage of the half cent and three cent pieces was discontinued. In 1906 the coinage of the three cent pieces was also discontinued. Since 1904, the only coins minted by the Government are, gold, double eagles, eagles, half-eagles, and quarter-eagles; silver half dollars, quarters and dimes; five cent nickel and bronze cent pieces.

The amount of United States money expenditures of all kinds in circulation on July 1, 1912 was \$3,276,786,613, which gives, according to the Treasury estimates, a circulation per capita, of \$34.26. This is based on a population of 95,856,000 in Continental United States.

A thief tried to steal the old crown of the former empire of Brazil, which is kept in Paris. He was arrested after a desperate fight with the "heir," Prince Louis of Orleans and Braganza.

England is soon to launch the biggest battleships in the world, all big gun vessels with curved decks to protect the monsters against aerial warfare.

Mrs. E. H. Hartman will be excused from testifying before the Senate committee investigating campaign



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